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March 3, 1919, Temperature 63.

ESTABLISHED 1846

Rainfall 0.00 inch.

Humidity 94.

March 3, 1918, Temperature 64

No. 17,402.

號三月三年九十壹百九千壹英

HONGKONG, MONDAY.

3, 1919.

未己大歲年八國民華中

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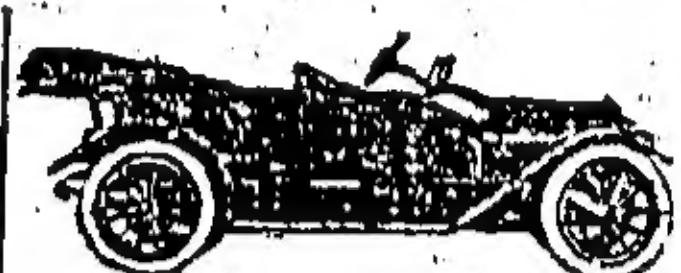
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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

MINERS' BALLOT.

LONDON, Feb. 25.

Mrs. Adamson told the House of Commons that the final miners' ballot resulted in 611,088 voting in favour, and 194,907 against a strike. 84,000 abstained from voting.

Opinion in the Lobby is that the prospects of a settlement are more hopeful than was indicated during the debate.

Mr. Justice Sankey, the chairman of the Statutory Commission, had a lengthy conference with Mr. Lloyd George yesterday evening.

PARLIAMENT.

COAL MINING ENQUIRY TO HURRY.

LONDON, Feb. 25.

In the House of Commons, in the course of a discussion on the Coal Commission Bill, Mr. Lloyd George announced that Justice Sankey, the chairman of the Coal Commission, had promised that if the miners were represented thereon, a report dealing with wages and hours would be submitted by March 20.

Mr. W. Bruce welcomed this statement on behalf of Labour. The bill passed the committee stage and was read a third time.

M. CLEMENCEAU.

LONDON, Feb. 25.

From Paris comes word that the doctors now declare M. Clemenceau to be out of danger.

DAYLIGHT SAVING.

LONDON, Feb. 25.

Summer time operates from March 30 to Sept. 29.

GOING SOME.

LONDON, Feb. 25.

Washington announces that President Wilson signed a six billion dollar war revenue bill aboard the train en route to Washington.

OBITUARY.

LONDON, Feb. 25.

Mr. W. C. Anderson, ex-Labour M.P. for the Attercliffe division of Sheffield, is dead.

LABOUR ALLIANCE.

IMPORTANT AGREEMENT.

LONDON, Feb. 25.

A conference of the so-called Triple Alliance of Miners, Railwaymen, and Transport-workers was held in London to-day to discuss the industrial position, especially with regard to the coal strike, with a view to concerted action. It was decided to adjourn until each member of the alliance had opportunity for further negotiations, also that no section of the alliance should agree to any settlement until the conference has again met. The next meeting is to be before March 15.

BATTLE OF PRAGUE.

LONDON, Feb. 25.

Amsterdam learns from Prague that there was most severe fighting throughout the whole of Saturday. The communists occupied most of the public buildings. The students and national guards joined in the battle with the communists. They entered the town and cleared them out from most of the buildings.

PARIS CONFERENCE.

LONDON, March 1.

The Press Bureau issues a communique from Paris saying that the interallied sub-commission on ports, waterways and railways discussed the British and French draft conventions relating to the regime of international and free ports.

The labour legislation commission has arrived at a decision under which countries with federal constitutions should adhere to international labour conventions. The commission passed the whole draft convention subject to further reading of the text as amended for final approval.

(Continued on Page 5.)

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

PARIS CONFERENCE.

PARIS, February 27th.

A Havas message states:— Saturday, March 2nd, has been provisionally fixed for the next plenary session of the Peace Conference, when reports of the different Commissions may be presented.

The most important of these is the Reparation Commission's report, dealing with the principle upon which compensation is to be exacted, and the estimate of the Allies' bill.

TANGIER.

PARIS, February 27th.

A Havas message states:— French circles state that France's claims in Morocco, concerning Tangier, are regarded as effective. The government of the town will be limited only by certain specific guarantees to Great Britain and Spain.

FRENCH WANT FREE HAND.

PARIS, February 27th.

French views, expressed at the Council of Ten, on the future political status of Morocco, show that the French desire a free hand in Morocco, the abolition of the Act of Algeiras, and that Tangier should come under the French Protectorate.

An agreement with Spain will, it is supposed, settle all difficulties regarding the Spanish-Moroccan zone.

RUSSIAN PROBLEM.

PARIS, February 27th.

A Havas message states:— The general feeling of the Peace Conference now tends towards solving the Russian problem by strengthening the independent States forming a fringe round Russia.

TERMS FOR GERMANS.

PARIS, February 27th.

A Havas message states:— The military terms to be demanded from Germany include four separate submissions—military, naval, territorial and economic.

The 'total future strength' of the German Army will consist of fifteen infantry and five cavalry divisions. The General Staff must be disbanded. Teaching war as a science will not be allowed. There will be a definite limit to the quantity of arms and ammunition. No German armed forces will be allowed west of the Rhine.

LONDON, March 1st.

The Press Bureau states:— The Head of the Japanese Peace Delegation, Marquis Suonji, is due in Paris to-day. He is greeted by the French Press as the liberal leader of his country. The Marquis is a great friend of M. Clemenceau.

POLAND.

PARIS, February 27th.

Marshal Foch, speaking at the Council of Ten, pointed out that the question of the two railway lines connecting Dantzig with the interior of Poland must definitely be settled, as it would be inadvisable to land Polish troops at that town and convey them over railway lines actually in the possession of Germans.

PARIS, February 27th.

A Havas message states:— The French Press comment sympathetically on President Wilson's speech at Boston. President Wilson was right in congratulating his countrymen for having entered into the war solely for the defence of an ideal. It is but right to acknowledge that the Belgians, English and French were actuated by the same motive.

FEDERATION OF BRITISH INDUSTRIES.

MANCHESTER, March 1st.

A meeting of firms associated with the British Manufacturers' Corporation has decided to amalgamate into a Federation of British Industries for the purpose of concentrating upon the extension of overseas trade.

The Chairman, Sir Charles Mandelberg, said that it was proposed to establish Trade Commissioners in Oversea markets to protect and advise traders and work in the closest touch with Government representatives abroad. He said that it was hoped to appoint a considerable number of Commissioners in the next few months.

HIGH PASSAGE RATES.

LONDON, March 1st.

With regard to the high passage rates from India, the Times shipping correspondent says that the feeling here seems to be that residents in India have not had fully brought home to them the effect of the enormous increase in the cost of coal, stores, wages and all other items incidental to the carriage of passengers by sea.

The Ministry of Shipping fixed the present rates recently, and it is claimed that the increase then in no way corresponded to the rise in expenses. The authorities in London feel that in the present highly unsettled situation, any amendment would be entirely inopportune.

The outlook for low passage fares on any ocean route is, for some time, in no way promising, in view of the enormous increase in the cost and construction of passenger-ships.

As an example, it is pointed out that a passenger-ship, which cost £200,000 before the war, is now estimated to cost £1,700,000.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

THE NORA AND NOVARA.

PROTESTS INEFFECTUAL.

LONDON, March 1st.

In the House of Commons, Colonel Amery, replying to Sir William Watson Cheyne (Chairman of the Medical Committee of the House of Commons), who asked if German women were being given priority of departure from Singapore, on passenger steamers bound for Europe, to the exclusion of invalid British women and children requiring immediate removal from a tropical climate, said that Sir William Cheyne was, doubtless, referring to the requisitioning of the *Nora* and *Novara*, for the deportation of Germans from China.

Lord Milner was aware of the pressing need for passenger accommodation for women and children from the East. The matter had given him much concern, and he was communicating with the Ministry of Shipping, but in view of the great importance and urgency attached to the removal of enemy subjects from China, Colonel Amery feared that the decision regarding the requisitioning of the *Nora* and *Novara* was unalterable.

LONDON, March 1st.

With regard to the Singapore protest against the appropriation of two P. & O. vessels to repatriate German women and children from China, it is emphasised that the Ministry of Shipping found great difficulty in allocating ships for this purpose, and finally utilised ships already in the Far East.

It is recognised that the scheme may be strongly criticised by the enemy, and, perhaps, by others, because of the breaking up of families, but it is maintained that such a course of action was inevitable, and to yield to protests would nullify a series of delicate and laborious negotiations for the repatriation of enemy subjects in China, which will finally benefit the political state of China and the Allied interests.

There is also the question of prestige, regarding which it is recalled, that British prestige suffered a year ago, owing to foregoing the scheme for repatriation then, in deference to Franco-Belgian feeling, in view of the threats of German reprisals on their prisoners.

THE COAL COMMISSION.

LONDON, March 1st.

The Press Bureau states:— The Coal Industry Commission, of which Mr. Justice Sankey has been appointed Chairman, is composed of twelve members, including Mr. Arthur Balfour, Managing Director of Messrs. Seaborn and Dickson, Ltd., Sheffield; Mr. Robert Smillie, Mr. Sidney Webb, Sir Lee Chiozza Money, Sir Thomas Royden, and Sir Arthur Duckham.

SERBIA.

LONDON, February 28th.

The Press Bureau states:— A British Mission is shortly proceeding to Serbia to investigate the damage resulting from the enemy occupation and to ascertain the extent of reconstruction necessary and the materials required.

The Mission will also examine the general economic conditions in Serbia and the prospects of British trade development.

FRENCH COMMENTS ON BOSTON SPEECH.

PARIS, February 27th.

A Havas message states:— The French Press comment sympathetically on President Wilson's speech at Boston.

President Wilson was right in congratulating his countrymen for having entered into the war solely for the defence of an ideal. It is but right to acknowledge that the Belgians, English and French were actuated by the same motive.

MAIL CANCELLED.

SINGAPORE, March 1st.

The Postmaster-General announces the cancellation of this week's overland Indian mail, as the ship has been damaged by a collision.

The next mail leaves on March 6th.

TYPHUS EXPERT DEAD.

PARIS, February 27th.

A Havas message states:— The death is announced of Professor Chantemesse, aged 68, whose principal work was connected with the bacteriology of typhoid fever.

M. CLEMENCEAU.

LONDON, February 28th.

A Havas message states:— The Peace Delegates of all nations expressed grief and indignation at the attempt on the Premier's life. Mr. O. T. Wang, the delegate for China, said that it was a terrible shock to all lovers of justice and order, and to all right thinking people.

Baron Makino, the head of the Japanese Delegation, said that M. Clemenceau had won affection and respect for himself, as France has always had respect and admiration for Japan.

PARIS, February 27th.

A Havas message states:— M. Clemenceau, on Wednesday, motored to Versailles. The Premier has completely recovered.

THE SILVER MARKET.

SINGAPORE, March 1st.

The silver market is quiet.

BUSINESS NOTICES

J. T. SHAW.

TAILOR, HABITMAKER
AND
OUTFITTER.

21, HONGKONG HOTEL BUILDING,
HONGKONG.

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"DAVON" SUPER TELESCOPES

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THE
IDEAL
DISINFEC-
TANT.

IZAL
A TRIUMPH OF CONCENTRATION.

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Public Auctions.

Particulars and Conditions of Sale
of
VALUABLE LEASEHOLD
PROPERTYsituated at Victoria, Hongkong,
and known as 38 Tung Man Street
To be sold by order of the Mortgagees

PUBLIC AUCTION.

on
THURSDAY, March 6, 1919.
at 3 p.m.by
Mr. GEO. P. LAMMERT,
Auctioneer.At his Sales Rooms in Duddell Street,
Victoria, Hongkong.Particulars of the above mentioned
property.All that piece or parcel of ground
situated at Victoria, Hongkong, and
registered in the Land Office as Sec-
tion C. of I. L. 1958 with the buildings
thereon known as No. 38 Tung Man
Street.The property is held for the residue
of the term of 999 years from the 26th
day of June 1843 created therein by
the Crown Lease of Inland Lot No.
1958.The area of the said piece or parcel
of ground is 376 square feet or there-
abouts and the proportion of the
Crown Rent payable in respect there-
of is \$7.50 per annum.For further particulars of the prop-
erty and Conditions of Sale apply to
Mr. E. L. AGASSIZ,
Solicitor for the Vendor,
21, Queen's Road Central,
Hongkong.or to
Mr. GEO. P. LAMMERT,
Auctioneer,
Duddell Street, Hongkong.
Hongkong, February 20, 1919.

NOTICES.

NOTICE.

HONGKONG GYMKHANA CLUB

The Annual Meeting of Members
will be held at the Jockey Club Rooms,
Hongkong Club Annex, on Tuesday
evening, 4th March at 8.30 p.m.THE HONGKONG ROPE MANU-
FACTURING CO., LTD.THE THIRTY-FIFTH ORDINARY
ANNUAL MEETING OF
SHAREHOLDERS in the above Com-
pany will be held at St. George's
Building, Chater Road, Victoria, on
TUESDAY, March 4, 1919, at 12
o'clock Noon, for the purpose of re-
ceiving a Statement of Accounts and the
Report of the General Managers for the
year ending December 31, 1918, and
electing a Consulting Committee and
Auditors.The TRANSFER BOOKS of the
Company will be CLOSED from
THURSDAY, February 27, 1919,
UNTIL TUESDAY, March 4, 1919,
both days inclusive.SHEWAN, TOMES & CO.,
General Managers.
Hongkong, Feb. 21, 1919.ST. GEORGE'S SOCIETY OF
HONGKONG.THE following Telegram has just
been received from the Mayor of
Dover:"President St. George's Society,
Hongkong.
Erecting memorial commemorat-
ing glorious work Admiral Sir Roger
Keyes and Dover Patrol. May I
add, Hongkong Society to list of
subscribers!"

FARLEY, MAYOR DOVER.

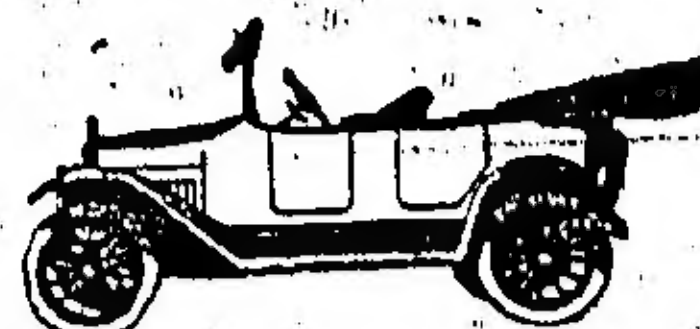
Britons who may wish to participate
are invited to send in their subscriptions,
which are limited to \$5 each, to
the Hon. Treasurer of the Society,
Mr. P. S. GASSIDY, care of the Hong-
kong and Shanghai Banking Corpo-
ration, as soon as possible. List will be
closed on March 7, and an acknow-
ledgment sent to subscribers in due
course.F. A. WELLS,
Hon. Secretary.
Hongkong, Feb. 20, 1919.

NOTICE.

ALL PERSONS with the exception
of those of Chinese race desiring to
leave the Colony should apply in
person between the hours of 9 a.m. to
4 p.m. daily at the
PASS OFFICE, Post Office Building.Applicants will be required to produce
passports or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE, 1913. Forms of
Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.The Penalty for non-compliance is a
fine not exceeding \$50.

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MAXWELL CARS.Automobiles for Hire
and for Sale
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DAIRY FARM NEWS.

BUTCHERS MEATS:
Beef, Mutton, Lamb.
Rabbits, Hares.
Sausages, Brawn,
Pressed Beef.
Purity. Excellence.

WE HAVE

Great Varieties of used
and unused.

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Single, Sets, Packets, Bags,
and
on approval Books.

FOR COLLECTORS

GRACA & CO.,
DEALERS IN
POSTAGE STAMPS, POST CARDS, STAMPS,
TOYS, &c., &c.No. 10, Wyndham Street,
P. O. Box 620.
Hongkong.

JAPANESE MAKERS.

Every kind of Footwear.

MADE
TO
ORDERSHEWAN, TOMES & CO.,
General Managers.

Hongkong, Feb. 21, 1919.

OXBERRY & CO.,

PEDDER STREET,
Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

THE NEW FRENCH REMEDY.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

THERAPION No. 11

THERAPION No. 12

THERAPION No. 13

THERAPION No. 14

THERAPION No. 15

THERAPION No. 16

THERAPION No. 17

THERAPION No. 18

THERAPION No. 19

THERAPION No. 20

THERAPION No. 21

THERAPION No. 22

THERAPION No. 23

THERAPION No. 24

THERAPION No. 25

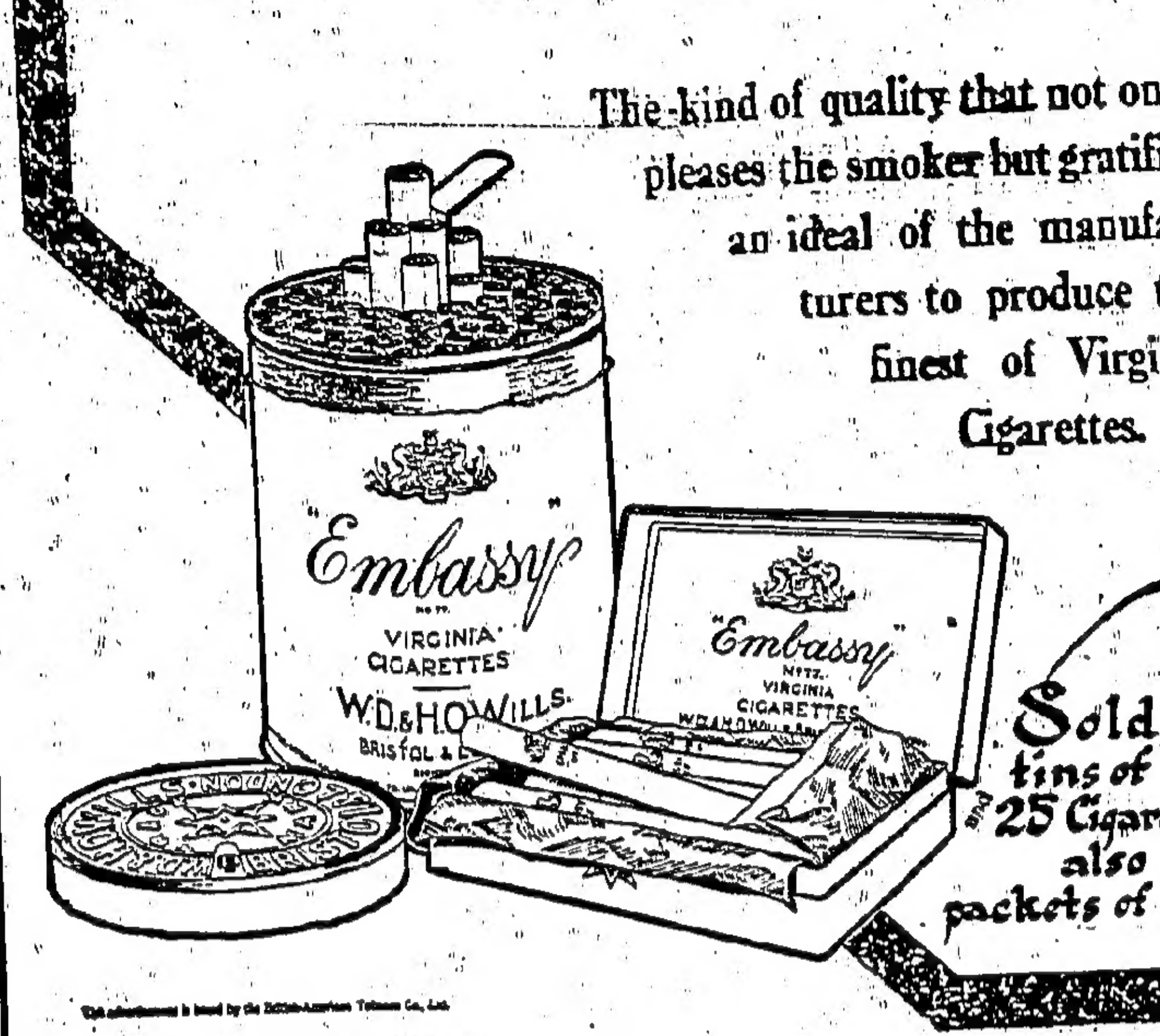
THERAPION No. 26

THERAPION No. 27

THERAPION No. 28

THERAPION No. 29

THERAPION No. 30

"Embassy"
Virginia
Cigarettes
Finest
QualityThe kind of quality that not only
pleases the smoker but gratifies
an ideal of the manufac-
turers to produce the
finest of Virginia
Cigarettes.Sold in
tins of 50's
25 Cigarettes
also
packets of 10'sNEW GERMAN SHIPPING BANK IN
HOLLAND.The Press reports that the well-
known German manufacturer, Thy-
ssen, is about to establish a bank in
Rotterdam under the style of "Ban-
que Handel en Scheepvaart." It
is understood that this bank will
occupy itself chiefly with the finan-
cing of German transportation con-
cerns engaged in the Rhine trade.BRITISH STEAMER BLOWN UP AT
PETROGRAD.Information has been received at
Leith that the steamer "Moscow,"
belonging to Messrs. William Thom-
son & Co., Leith, has been blown
up by a bomb at Petrograd, where
she had been lying since the out-
break of war. No one was aboard at
the time, but details of the affair
have not been received. The "Mos-
cow" was a regular trader between
Leith, Dundee and Petrograd, and
was built by Messrs. Ramage and
Ferguson, of Leith.

CALF'S BIRTHMARK.

A New Zealand paper, the "Wai-
kato Times," records the case of a
cow giving birth to a calf with an
ear mark "after the fashion" of the
one she bears herself. Cases of this
sort are rare, but by no means un-
known, the patriarch Jacob several
thousand years ago having turned the
tendency of breeding cows to trans-
mit distinctive markings to their off-
spring to good account in acquiring
hard of cattle from his grasping
father-in-law.U.S. GOVERNMENT SUES STEAM-
SHIP CO.The United States Government
has filed suit for \$250,000 dollars in the
United States District Court against
the Northern and Southern Steam-
ship Company, owner of the steam-
ship "Sacramento." The complaint
says, "The United States registry for
the vessel was fraudulently secured.
On account of false statements as to
the ownership, the Government asks
for the sum sued for, said to be the
value of the steamship when in this
port in October, 1914."The officers of the Northern and
Southern Steamship Company and
other shipping men involved in the
transfer of the vessel from the Ham-
burg-American Line to the Northern
and Southern Company in August,
1914, are awaiting trial on the charge
of a violation of the neutrality laws
in shipping supplies to German war-
ships.The supplies on the "Sacramento"
were turned over to the German
cruiser "Luisa" and other war
craft. The "Sacramento" was
formerly the German steamship
"Alexandria."ADMIRAL'S DAUGHTER WEDS
GUNNER.A hospital romance ended in the
marriage at St. Thomas' Church,
Wigan, of Gunner Arthur Holmes, of
Runcorn, and Miss Constance Church-
hill, youngest daughter of the late
Vice-Admiral and Mrs. Oxford Church-
hill, of Alderholt, Preston Park,
Salisbury.The bride is 29. Her husband was seri-
ously wounded in France, and was
nursed by Miss Churchill, who worked
in France and in Salisbury Con-
valescent Hospital, under the Red
Cross.Before the war Gunner Holmes
was a widower with two children,
was an insurance agent.

OUR CIVIC GLORY.

The few idlers gathered outside the
Mansion House were gazing admiringly
at the waiting carriages of the
Lord Mayor and sheriffs, and a tall
American in khaki said to a bystander:
"Say, stranger, put me wise
what's this giddy circus all about,
anyway?"Oh, they're only waiting to take
the Lord Mayor to the Old Bailey."

The old which?"

Old Bailey, police court, you
know. He's a sort of judge there."Gee!" exclaimed the American
as the little procession filed out of
the doorway. "If the mayor of this
old town takes along one guy with a
sword, and another with a club, and
half a dozen Johnnies in fancy dress
every time he makes tracks for the
police office, what in thunder hap-
pens when he gets the glad eyes from
King George? Some country this!"

EXTENSIONS AT SEATTLE.

One of the most pressing needs at
Seattle is the provision of additional
pier and warehouse accommodation,
and it is satisfactory to learn that
steps are to be taken immediately to
remedy the deficiencies of the port
in these respects. The existing pier,
known as "A" pier, is one of the
largest freight piers in the world,
being 310 feet wide, half a mile long,
and providing 4,000 feet of berths.
It is now proposed to increase the
berthing space to 6,500 feet, suffi-
cient for thirteen large ocean carriers.Another pier is also to be built,
800 feet wide and 2,700 feet long,
giving 11,000 feet of berthing space,
the dredging for which, estimated at
two million cubic yards, will be used
for filling two of the city water fronts.There will be comprised in the
scheme the construction of an addi-
tional six miles of railway track, in-
cluding extensions, 11 tons capacity
shear legs, two 35-ton locomotive
cranes, and a battery of electric
tractors, each with a capacity of 8
to 10 tons, will form part of the
equipment.

A WILLING WORKER.

A grim story is told of a rare in-
dividual who delighted the Germans
during their occupation of Belgium
by signifying his readiness to accept
their offer of employment. He was
taken before a highly placed General,
given a bounteous meal, and asked,
"You are really willing to work for
us?" "Yes." "And you won't
object to going behind the front
line?" "No." "You are willing
to work eight hours a day?" "I am
willing to work as long as possible."
At last the astonished officers in-
quired of this prodigy of zeal what his
trade was. "A gravedigger," he
replied.DEATH OF THE BISHOP OF
JAFNA.The death has taken place at
Jaffna of the Right Rev. Dr. Henry
Joulin, O.M.I., Bishop of Jaffna.
His Lordship had been in poor health
for some time, and had received
treatment at the General Hospital.
He returned to Jaffna about a month
ago, but fell ill again and never re-
gained health. The late Bishop was
born in France on September 24,
1852, and after his early education,
entered the Seminary of Mont Mar-
ton, and later the Seminary of St.
Poliers, where he studied under the
famous prelate Monsignor de Segur.
He was ordained priest in May, 1875.
He went out to Ceylon a little later,
and after a ministry of many years
of labour, was consecrated Bishop of
Jaffna on the death of Bishop
Melanth.

"IGUANAS AND THEIR TAILS."

"Ex-Coffee Planter" writes to the
Brisbane Courier: "Sir, Some
few weeks ago I noticed a letter in-
quiring if there were any iguanas
that used their tails as whips. I
have only seen one letter on the sub-
ject from Mr. A. Meston, in which
the whole thing was treated as only
fit for ridicule. However, there is
no limit to the means bestowed on
animals by nature for self-defence,
however improbable they may seem.
In the island of Ceylon there is an
iguana who has a tail which he uses
as a whip against enemies. They
are exactly like the Australian rep-
tile except that they are entirely
black and do not run away, but quietly
move their tails in an opposite
direction whence the danger ap-
proaches. When the intruder is
within reach they as quickly as light-
ning give a cut with it. They seldom
use it more than once, as that is
quite enough to deter anything com-
ing near again. I shall never forget
the first cut I got across the legs from
one. Their tails reach the length of
8 ft. and more, and taper to the finest
point. I have never seen or heard
of one in Australia. Still there
might be some in the Northern Ter-
ritory. [The Ceylon reptile is com-
monly known as the Kabara goya.]

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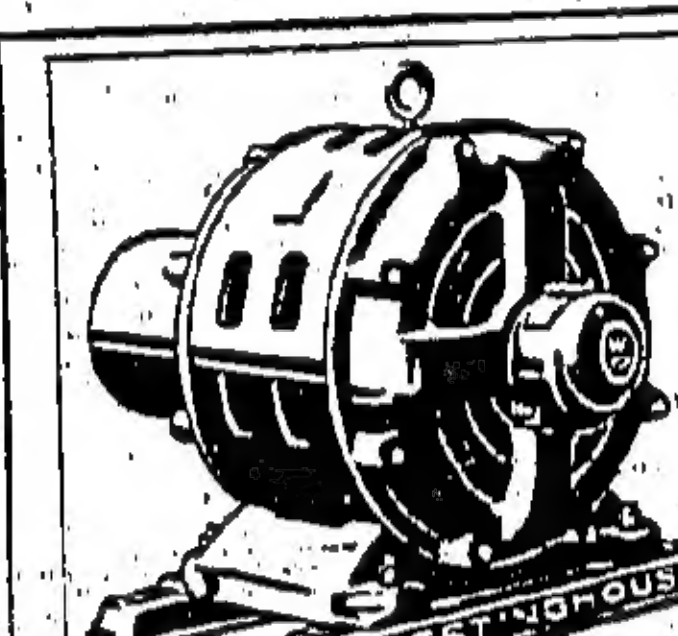
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The "China Mail" is now on sale at, and will be delivered by, Messrs. W. G. Humphreys and Co. Shameen, Canton, who have been appointed our agents.

The China Mail.
"TRUTH, JUSTICE, PUBLIC SERVICE."
HONGKONG, MONDAY, March 3, 1919.
ELECTION PROMISES.

In a small way, compared with their profusion and piecemeal nature at Home, we are now getting at Hongkong a taste of those assurances which open for the language, for a brief season, delectable visions of longings fulfilled. The candidates do not tell us—or the Justices of the Peace whom they are really addressing—that so far as their very limited power extends, they will address the official majority at every opportunity, in the hope that some faint inkling of public needs and wishes (as they understand 'em) may penetrate those Rhamdanthic recesses. That wouldn't stir up electoral enthusiasm, so they promise to do their best to secure, to do their utmost to see, and their uttermost to oppose, and so on. Ah well! *Signus trinitatis animos demissa per ansem*, and it is something gained if these addresses do but remind us and others of the things under our noses—*quae sunt oculis subiecta fidelibus*. Some of us are so selfishly busy on our own affairs that it is very likely we could not answer offhand if the Government were to come to us and ask us what we would like it to do first. We may claim with some show of justice that Hongkong's constitution in its present untransformed and anachronistic state we have small inducement to cultivate public spirit. So much the more credit for those men who do show public spirit, who study and see the needs of the place, and who expend energy in trying to get things done.

Mr. Alabaster in his election address refers to the housing problem and the public health and transit

problems connected with it, to the water supply, to new roads and piers, to the need for sanatoria for our families, to the need for a new department to facilitate the sale of land, to the dog-in-the-manger position of certain naval and military establishments—in all these details showing vision, and a commonsensical recognition of the fact that this Colony has grown and is growing so that it is no longer feasible to clothe it in "father's out-dated." When he says that the Police Force needs doubling, he says something with which China Mail readers will agree. Now no one supposes, Mr. Alabaster himself least of all, that he can get all these things attended to *tout suite*. But we have no hesitation in saying that what humanly can be done to expedite them will be done, and well and earnestly done, by Mr. Alabaster, who is the sort of level-headed, independent, fearless, public-spirited man that any community ought to be very thankful for. Besides which, his knowledge and experience of Hongkong are well known.

SEQUACIOUSNESS.

What an ugly word! Yet it has to be hurled at some men here. They used to sneer at the women for being slaves to fashion. No doubt some of them, especially the grumbling married men, do it still. Talk of pot and kettle! These fellows are opaque with sequaciousness. It was discovered in one of the local clubs yesterday, by a man who long ago ceased to waste thought on dress. A bootlace broke, and all he could find was a pair of brown ones. His boots were black. He put them in all the same. At the club the sequacious parties noticed it. They always do notice these things. They were visibly excited. They made merry, one with another, over this lapse from the usual. The effect of new brown laces on clean black boots, dispositionally contemplated, is rather pretty. The colours, as the women would say, "go well" together. Could these ovine people be so persuaded? Not they. Who ever heard of brown laces in black boots before? The thing was manifestly absurd, and wrong, and indefensible. Now suppose that such men had votes. They would, no doubt, oppose the establishment of an unofficial majority on our Legislative Council, on the ground that we have never had one before. Isn't it sad? *Spelling at its spectacle.*

LOCAL AND GENERAL.

To-day's dollar is worth 3s. 1 3/16d.

The only communicable disease mentioned in to-day's return was one fatal case of bubonic plague.

Mr. Denman Fuller who has been so long ill, is to-day reported to be slowly improving.

Tonight at the V. R. C. Mr. S. Gray and Sgt. Drummond play their tie for the Billiard Championship.

There was a very small audience at Edgar Warwick's show on Saturday night. Members of the Frawley Company were present.

The Douglas steamer *Haitan* (Capt. Stewart) is sailing for Swatow and other coast ports a week sooner than originally advertised. She leaves on the 11th.

Mr. F. B. L. Bowley is to conduct an important Conference in connection with the C.E.M.S., tomorrow evening in St. Paul's College, commencing at 9 p.m.

Mrs. Warren informs us the two entertainments given by the Victoria Branch of the Ministering League at the City Hall recently resulted in a net profit of \$1,783.78.

Between Feb. 11 and 21, three Blue Funnel steamers passed through Suez Canal on their way to Hongkong. They were the *Eurylochus*, *Laomedon*, and *Telemachus*.

The pupils of Professor Danenberg are having their fifth annual piano recital in the St. Andrew's Hall, City Hall, on March 14 at 8.15 p.m. H.E. the Hon. Mr. Claud Severn, C.M.G. will be present.

Lieut. A. Sykes, R.G.A. who received such serious injuries in the motor car accident on Tai Po Road in December, has left for Home, to undergo special treatment for the injuries to his legs, which are partially paralysed.

A happy looking party passed along Queen's Road early this morning, headed by a drum and fife band. They were men of the Manchester Regiment, who are being repatriated from China.

The *Manchuria Daily News* of Feb. 10 says that a lot of two and three thousand ton ships have been badly built in Japan, and that "it would be a disgrace and folly to allow these inferior ships to sail about under the Japanese flag."

At Queen's Road Central a Chinese was arrested as he was carrying a clock which he had stolen from a Post Office launch. The coxswain stated that the man came back and stole the clock after he had been dismissed from his job as cook on the launch, for unsatisfactory conduct. A sentence of three weeks was passed by the magistrate.

The Mountain Battery of the Hongkong Singapore R.G.A., whose return from three years active service with the Expeditionary Force in Egypt and Palestine was recorded in Saturday's *China Mail* were inspected at Whitfield Barracks, Kowloon, this morning by H.E. Major General Ventris who was accompanied by Lieut. Col. W. H. Passby, Commanding the R.G.A. here and Captain Brewster, Adjutant R.A. The Battery paraded for inspection under the command of Captain F. L. Skilton, M.C., R.G.A.

The return season of "Vanity Fair" is rapidly drawing to a close. There are only four more nights remaining in which to renew acquaintance with this very popular company of singers and comedians, and those who have not yet booked seats for one or other of the remaining nights will be well advised to do so, for it is many a day since we have had such a talented and amusing combination of artists in our midst. The season positively finishes on Thursday next, and on that occasion a special bill will be presented comprising all the most popular numbers that have been performed during the two seasons. The plans are at Montre's.

The entire proceeds of the gala Performance of "Pinky and the Fairies" on Friday March 21, will be devoted to the Hongkong War Memorial and thus the Amateur Dramatic Club will be the first to contribute towards this fund. Booking for "Pinky's" Season has been very brisk and the public has shown an encouraging interest in the production which promises to be one of the brightest and merriest staged by local amateurs within recent years. There are still a number of good seats available for the opening night and, as it will be impossible to give additional performances to those advertised owing to professional bookings, it is advisable to secure seats without delay.

ST. DAVID'S DAY.

LOCAL CELEBRATIONS.

The Welsh community of Hongkong, with some of their friends celebrated St. David's Day on Saturday, for the first time in four years. The celebration took the form of a social party and musical gathering. It took place in the Seamen's Institute, Praya East. There was a large gathering at the institute lounge before 7 p.m., the appointed hour for the entertainment. Welsh soldiers and sailors were present in large numbers and to these a cold collation was served after which a good musical programme was enjoyed. The large hall in which the function took place was gaily decorated with flags and bunting. In a prominent position in the building was exhibited the Prince of Wales' feathers. Sir William Reges-Davies, K.C. (Chief Justice), the head of the local Welsh community, was, together with Lady Reges-Davies, amongst the earlier arrivals. Mrs. F. B. L. Bowley, formerly of Fethy Hill, Aberdare, was present as one of the hostesses. The following gentlemen were responsible for the arrangements, Messrs. W. C. Rodney (Hon. Secretary), and W. T. Edwards (Hon. Treasurer) who were ably assisted by Mrs. Rodney, Mrs. Edwards and Mr. and Mrs. Allen. At the request, the health of the guests was proposed by Mr. W. Humphreys who also toasted Mr. and Mrs. Rodney and Mr. and Mrs. Edwards and proposed a vote of thanks for the prominent part they played in arranging the festivities. Mr. Edwards replied suitably on behalf of the Welsh community, and was followed by Lieut. Cook, R.N., Gunner Thomas, R.G.A., and Mr. Barrington who thanked the Welsh community for the entertainment they had given to the Services. The Rev. W. T. Featherstone was also accompanied by all those present for the use of the hall. Smokes were provided on a lavish scale. At 9 p.m., those present moved into the concert hall where the following musical programme was presented and much enjoyed by all:

Part I.—Selection, "Empireland," The Band, H.M.S. *Suffolk* (Conductor: Bandmaster Jones); Soprano Solo, "Glad of Delyn," Mrs. W. T. Edwards (Llinoes Degan); Violin Solo, "The Skating Tenor Solo," "The Mountains of Mourne," Mr. Pearce; Contralto Solo, Mrs. Lyle; Selection, "Dwynnol," Humoresque, Band, H.M.S. *Suffolk*; Baritone Solo, "Mentira Gwyn," Mr. E. George; Glee, "Comrades in Arms," The Welsh Glee Party; Tenor Solo, "The Last Watch," "God Bless the Prince of Wales," "Men of Harlech," "Hen Wlad Fy Nhadau," accompanied by the Band, H.M.S. *Suffolk*.

Part II.—Selection, "Love's Dream," Band, H.M.S. *Suffolk*; Charlie Chaplin Scene, Messrs. Hurlock, Newcombe and Wall; "Tello Solo," "Simple Ave," Mr. Robinson; Soprano Solo, "Daffodils are Blooming," Mrs. W. T. Edwards; Tenor Solo, "When Shadows Gather," Mr. W. B. Cawsey; Baritone Solo, "Kashmir Song," Lieut. Lewis, R.N.; Duet, "Home to our Mountains," Mrs. Lyle and Mr. W. B. Cawsey; Bass Solo, "The Trumpeter," Mr. H. J. Jones; Tenor Solo, "A Bowl of Roses," and E'en as a Lily," Mr. W. B. Cawsey; Baritone Solo, "Friend of Mine," Lieut. Lewis, R.N.

The accompanists were Messrs. Longyear, Pearce and Thornton. H.E. the Officer Administering the Government, the Hon. Mr. and Mrs. W. Chatham, the Hon. Mr. and Mrs. F. H. Lemon, His Honour Mr. Justice C. D. Melbourne, and Mr. H. W. Bird arrived a little before the concert started and were conducted to the hall by Sir William Reges-Davies, the gathering standing and singing the National Anthem.

Before the concert started, Sir William Reges-Davies, as President, welcomed the guests and apologized very sincerely for not being able to address the gathering in their native tongue. Although born a Welshman, he was assumed to confess that he was unable to speak his own language, his ignorance of which was one of the things he most regretted in life. The only excuse he could offer was that he hailed from a portion of Wales—Pembrokeshire—where more English was spoken than Welsh. However, the prominence of their country was attaining would lead, he supposed, in a short time, to the Welsh members in Parliament claiming the right to address the House of Commons in their native tongue. (Applause.) Until that happy day arrived, he must content himself with speaking a very few words in the old, old Anglo-Baxon tongue. St. David's Day was a day on which Welshmen in all parts of the globe met together to renew old friendships and swear allegiance to their mother-country. (Applause.) They did that, as far as possible, in Hongkong, before the war, and he hoped they would continue to do so in the future. At any rate, it was particularly fitting that on occasion that they should meet together as an integral part of a loyal portion of His Majesty's Dominions to celebrate St. David's Day on the advent of a glorious peace—a glorious peace in a war which had strained the utmost efforts

MALINI, THE MAGICIAN.

On Saturday night March 2, at St. Andrew's Hall, City Hall, Malini, the magician, will make his bow to a Hongkong audience. This much-travelled artist has made an instantaneous success wherever he has appeared. He is acknowledged to be at the top of the tree in his section of public entertaining. Some of the feats credited to Malini seem to be impossible. With playing cards he has no difficulty in bewildering his onlookers, and the closer the scrutiny the more Malini appreciates it. Malini works without any assistants, and an almost entire absence of paraphernalia. He has a wonderful pair of hands, and with these alone he baffles his audience.

A Java paper writes of one of Malini's performances—"The great Jansen was present at the performance, and decided not to play after Malini—which is certainly the greatest compliment one performer can pay another." It is stated that the one great feature of Malini's entertainment is the absence of cumbersome appliances, his sole "props" being his wonderfully dexterous hands. As a card manipulator he is claimed to be a master hand, and he entertains his audience for two hours, using mostly only cards, and sustaining the greatest interest throughout. His work is said to be full of surprises.

The Sydney "Daily Telegraph" says—"As a showman, Malini, the 'Napoleon of magic,' is refreshingly quaint; as a magician he is decidedly baffling. His tricks are original and his humour is pleasing. Malini, unlike the mystifier, has no assistants and no stage paraphernalia." The season will be for five nights only, and the play-off season will open at Montre's on Wednesday, March 5.

FOOTBALL.

R.G.A. v. NAVY.

These teams will play a Hongkong League match at Happy Valley tomorrow. Kick off at 4.15 p.m.

R.G.A. team:—

Corpl. Taylor; Lieut. Torr, Bombr. Sharman; Sergt. Dawson, C.S.M. Telford, Gunner Bell; Sergt. McGregor, Gunner Johnson, Bombr. Green, Gunner Middleton, Gunner Morris.

of their fellowmen. Wales had played a gallant and noble part in the struggle. (Applause.) The Welsh Guards had distinguished themselves in the battles; indeed, all the Welsh regiments had fought with valour. One of the most remarkable incidents of the war had been the part played by the miners of Rhondda Valley. They went up to show the stuff they were made of, and succeeded in blowing up the Messines Ridge, which in itself was a most marvellous piece of tunnelling, and their action had the effect of not only assisting in the capture of many guns, but also in the taking of a large number of prisoners. That was due primarily to the action of the Welsh miners. (Applause.) He understood that they had with them that evening Welshmen, for months, had kept a ceaseless vigil in the North Sea. (Applause.) Apart from the prowess and gallantry of their soldiers and sailors, Welshmen had something else to be proud of—they claimed that Wales supplied the Empire with its greatest Minister. (Applause.) Among the British race Mr. Lloyd George was being spoken of to-day as "the man who won the war." At any rate they claim him as the first Welshman to be Prime Minister, and as one of the greatest men that ever sat on the Treasury Bench. A certain gentleman present had mentioned that he came from Pembrokeshire. Well, they might both feel legitimate pride in the fact that Mr. Lloyd George was a Pembrokeshire man, although both Manchester and Garrawood claimed him. They were there that night to sing. Wales was a land of song, the Welsh a singing nation, and wherever Welshmen met, they found solace and joy in song. Sir William went on to recall that in 1911 he was present when the Prince of Wales was installed in Carnarvon Castle, and he heard 10,000 Welsh voices sing "Men of Harlech" and other Welsh airs. It was glorious to listen to. He was sure that every Welshman present would echo the sentiment "Cymru am Byth"—"Wales for Ever." (Applause.)

The concert was then started and went with a swing from the first to the last item. Encores were numerous and generously responded to. Familiar Welsh airs scored huge success whilst the glees entitled "Comrades in Arms" by a Welsh Glee party under the leadership of Mr. Cawsey were very popular. Solos in a beautiful tenor were contributed by Mr. Cawsey. Mrs. Edwards (soprano) and Mrs. Lyle (contralto) also contributed to the success of the entertainment with their fine singing which charmed the audience. In the comic department, Messrs. Hurlock, Newcombe and Wall were very good. Their combination in a Charlie Chaplin scene was clever and sent the audience into roars of laughter—many shed tears of merriment.

A well enjoyed evening's entertainment concluded at a late hour with the singing of the National Anthem.

CRICKET.

SATURDAY'S MATCHES.

KOWLOON DEFEAT UNIVERSITY.

In this match, Kowloon just managed a win, the narrow margin of 8 runs being the difference between the two innings. Stapleton was top scorer of the match with 52 other useful contributions being 33 by Wright, and 22 by Extras for the University. Scores:—

KOWLOON C.C.	
C. J. Stapleton, c Marley, b Wright	52
R. Pestonji, b Samy	10
C. P. James, c Wright, b Samy	10
K. Macaskill, c Basto, b Samy	10
J. H. Mead (capt.), run out	9
T. M. Cochrane, c Choa, b Rumjahn	6
E. J. Edwards, not out	15
D. G. Nicoll, c Basto, b Wright	3
H. Overy, c Gittins, b Wright	0
W. Hyde, c Samy, b Wright	0
Extras	7
Total	130

Bowling Analysis.	
O. M. R. W.	
Marley	9 1 37 0
Samy	5 0 36 3
Wright	9.41 27 4
Rumjahn	6 0 23 0

UNIVERSITY C.C.	
G. E. Marley, b Cochrane	13
W. Gittins, b Cochrane	1
A. H. Rumjahn (capt.), b Cochrane	0
J. D. Wright, c and b James	33
D. K. Samy, c Edwards, b Pestonji	18
V. N. Atienza, b James	0
R. A. Basto, b Pestonji	12
M. P. Choa, b James	10
W. Hall, not out	4
Extras	22
Total	122

Bowling Analysis.	
O. M. R. W.	
Overy	7 1 21 0
Cochrane	8 0 19 3
James	11.2 0 35 4
Pestonji	10 1 25 2

MR. PONSONBY FANE'S XI v. PAYMR. LIEUT. ROBINSON'S XI.

On the University ground on Saturday some good cricket was seen. Ponsonby Fane's team declared with 201 for 9 wickets, Bradbury and Raworth in a first wicket partnership laying the foundation of this total. A. E. Wood later in the innings making a good addition to the score. Robinson's team made a bad start but Fraser and Holborn effected a good stand and punished the bowling considerably. Captain Fraser who is passing through the Colony, having been on duty repatriating Chinese Coolies, played a good innings of 46. The innings closed with the score at 175 and Ponsonby Fane's team won by 25 runs. Scores:—

MR. PONSONBY FANE'S XI.	
B. W. Bradbury, c Lee, b Holborn	42
Lieut. Raworth, c Lynch, b Kennett	35
G. Piercy, c Taylor, b Kennett	10
F. J. de Rome, b Robinson	0
R. E. O. Bird, st. Wahl, b Robinson	5
A. E. Wood, c Un Hew Fan, c Coles	45
P. Ponsonby Fane, c Lee, b Kennett	17
Dr. J. T. Smalley, st. Wahl, b Kennett	4
T. H. King, c Fraser, b Kennett	4
U. Omar, not out	8
G. Smith, did not bat	0
Extras	15
Total (for 9 wks, dec.)	201

Bowling Analysis.	
O. M. R. W.	
Kennett	17 2 60 5
Un Hew Fan	4 0 17 0
Fraser	10 1 33 0
Coles	5.3 1 39 1
Lee	5 2 14 0
Holborn	2 1 5 1
Robinson	3 0 13 2

PAYMR. LI. C. G. ROBINSON'S XI.	
Lieut. Col. E. Coles, b Omar	2
Major L. R. Taylor, c Ponsonby	4
Fane, b Bird	0
E. G. Kennett, c Raworth, b Bird	46
Capt. A. R. Fraser, c Ponsonby	6
Fane, b Raworth	39
Paymr. Lieut. Holborn, c Wood, b Raworth	9
Capt. D. R. Wahl, b Raworth	6
Un Hew Fan, run out	6
Paymr. Lieut. C. G. Robinson, b Omar	19
Sub-Lieut. Lynch, b Bird	4
Paymr. Lieut. Johnson, c and b Wood	22
Chief Stoker Lee, not out	9
Extras	16
Total	176

Bowling analysis.	
O. M. R. W.	
Omar	8 1 24 2
Bird	12 0 53 3
De Rome	4 0 27 0
Raworth	9 1 42 4
Wood	0.3 0 4 1

BEST MEDICINE MADE.

A better medicine can not be made than Chamberlain's Cough Remedy. It soothes the lungs, opens the secretions, aids expectoration and assists Nature in restoring the system to a healthy condition. Besides, it contains no opiates and is perfectly safe to take. For sale by all Chemists and Storekeepers.

BIG SEIZURE OF OPIUM.

AN EXCITING CHASE.

On Friday evening, a Water Police launch was patrolling the outer waters of the Colony when the Police aboard her saw a launch coming from the direction of Chinese waters. The launch made straight for them, and evidently recognising the Police flag, it altered its course and steamed off in the opposite direction. This strange action aroused the suspicions of the Police who set off in pursuit. Putting on all speed, the Police launch got between the fugitive vessel and Ling Tung Island towards which it was making. Orders were given to the launch to stop but they were disregarded. A surprising incident then happened which would seem to explain the strange behaviour of the launch. In the wake of the vessel the Police saw some cases bobbing up and down in the choppy sea. On being picked up by the Police, they were found to contain 365 lbs of raw opium the value of which was \$3,360. The Police launch was set at full speed, and after several warning shots had been fired by the Police the other was at last overhauled and the crew to the number of 13 persons arrested. When questioned they said they came from Tai O.

Police Court proceedings in connection with the trial of the men on a charge of smuggling opium, suggested that the smuggling was run under a syndicate. It was stated by Mr. M. K. Lo, who appeared for the defence, that the Police had to prove their case before they could say that there was a syndicate. His clients denied all knowledge of the affair: what the police did pick up was from the sea. Inspector Gordon indicated the fact that the cases were only half-way in spite of the choppy state of the sea. This would prove the short length of time in which they were in the water.

Mr. Lo stated that the master of the launch had not been arrested and he applied for the release of the launch.

Mr. Wood: Are you going to bring an action against the owners, Inspector Gordon?

Inspector Gordon: That depends on the case. The owner is liable to a fine of \$5,000. The launch can be forfeited. It is 30 tons gross. Mr. Wood pointed out that only launches of 15 tons and under could be forfeited and advised Mr. Lo to apply to the Government for the release of the launch.

The question of bail was then gone into. They were as follows: \$10,000 for the coxswain of the launch, \$5,000 for the assistant coxswain, \$2,000 for one of the others, \$1,500 for four men, \$250 for five of the others, and \$50 for another man. The whole totalled \$24,300.

SCOTTISH HARBOUR TRUSTS AND THE WAR.

An indication of how harbour trusts have been affected by war conditions is offered in the list of provisional orders which have been lodged with the Scottish Office under the Private Legislation Procedure (Scotland) Act for hearing next session. No fewer than seven of these bodies seek further powers to levy increased rates and charges. These are the Trustees of the Clyde Navigation, the Fraserburgh Harbour Commissioners, the Commissioners for the Harbour and Docks of Leith, the Trustees of the Harbour of Peterhead, the Trustees of the Harbour of Dundee, the Aberdeen Harbour Company, and the Trustees of the Port and Harbour of Greenock. Generally, the need for the increase is stated to be the greater cost of maintenance and management of the various undertakings, due in most cases, to increased expenditure owing to the conditions created by the war.

In the case of the Arbroath Harbour there has been lodged an order petitioning for the transfer of the harbour from the Trustees to the Arbroath Town Council. It is stated in the preamble that the revenue of the harbour for some years past has been insufficient for the payment of the necessary expenses of management and maintenance, and the Trust, owing to the large annual deficiency of revenue, is now in a very bad financial position. In respect that no expenditure has been possible by the Trustees, the harbour has gradually become silted up, until it is now useless except for the smallest fishing craft, and in addition the structure of the harbour is badly in need of immediate attention. The Town Council, who are the promoters of the order, state that it is expedient that the £15,000 redeemable guaranteed stock and the £20,474 redeemable ordinary stock issued and created by the Trustees should be cancelled, and that they should be given authority to levy a rate to be called "the harbour assessment," and to issue to the holders of the redeemable guaranteed stock annuities at the rate of 3 per cent. on the amount of such stock as present standing in their names in full discharge thereof. With regard to the holders of the redeemable ordinary stock, it is proposed that they should be paid in cash 24 per cent. of the principal sums due to them in full discharge of the same. The Town Council desired to be constituted the harbour and pilotage authority, with power to levy rates, dues, and charges.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
JAPAN, CHINA STRAITS, BURMA, COLOMBO, INDIA Etc.
MARSEILLES & LONDON.
VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

S.S.	leaves Hongkong about	Due Marseilles about	Due London about
TELEPHONE	9th April	15th May	24th May
SINGAPORE AND BOMBAY.			
DEWARA	17th March	2nd April	
SHANGHAI, MOJI, KOBE AND			
TELEPHONE	17th March	Shanghai, Moji and Kobe.	

OCEAN TRANSPORT CO., LTD.
(TAIYO KAIEN KAISHA).

FOR VANCOUVER AND SEATTLE.

For Space and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING CARGO ON THROUGH BILLS OF LADING TO SOUTH AFRICAN PORTS
with transshipments at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE.

For freight & further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

FOR JAPAN	MOJUN MARU	due on or about 3rd Mar.
FOR JAPAN	BORNEO MARU	due on or about 10th Mar.

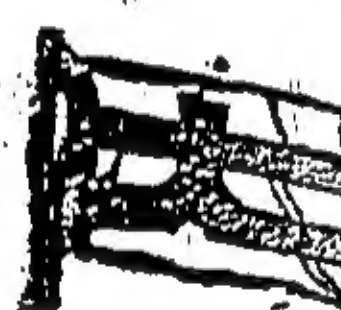
For Freight or Passage apply to DODWELL & CO., LTD., Agents.

FOR NEW YORK

THE Steamship

"BOLTON CASTLE"

Sailing about beginning of March.

For space and particulars apply to:
DODWELL & Co., Ltd., Agents.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON	Monthly direct service via Singapore and Port Said.
CELEBES MARU	Monday, 8th March.
GENOA & BOMBAY	Monthly service, taking cargo on through Bills of Lading with transshipments at Bombay to Company's steamers.
BURMA MARU	Monday, 3rd March.
MARSEILLES	Monthly direct service via Singapore and Port Said.
BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE.	End of March.
HIMALAYA MARU	End of March.
GENOA & BOMBAY	Regular fortnightly service via Singapore.
BURMA MARU	Monday, 3rd March.
BATAVIA, SAMARANG, SOERABAYA	Monthly direct service.
SYDNEY, MELBOURNE	Monthly service calling at AUCKLAND, N.Z., and ADELAIDE.
LUZON MARU	Midweek of March.
VICTORIA, VANCOUVER, SEATTLE, TACOMA	Regular fortnightly service touching at intermediate ports in Japan and taking cargo to the West Coast of America in connection with the California Mail Line.
MEXICO MARU	Monday, 17th Mar., at 3 p.m.
HAIPHONG	Three times a month service.
NAGASAKI, YOKOHAMA	
JAPAN PORTS	
KEELUNG, TAKAO via SWATOW, AMOY	Passengers will arrive and depart from the BOON YIE WHARF, East of the Harbour Office.
For TAKAO via SWATOW and AMOY.	Thursday, 13th March at 9 a.m.
For KEELUNG via SWATOW and AMOY.	Sunday, 9th Mar., at 10 a.m.

Tel. No. 744 & 745.

K. YAMASAKI, Manager.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
BAGGAGE collected, forwarded and insured at lowest rates.
Cook's "FAR EASTERN TRAVELLER'S GUIDE," containing Sailing and Tariff from the Far East to all parts of the World, will be forwarded free of application.

Telegraphic Address "DOUYON" THOS. COOK & SON, Hongkong Hotel Buildings, Hongkong.
Telephone No. 524.
Also SHANGHAI, PEKING, YOKOHAMA, MANILA.
Other Offices: LONDON, EDINBURGH, GLASGOW, etc.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

SWATOW & HONGKONG	Thursday, Mar. 4, at 10 a.m.
SHANGHAI	Mar. 4, at 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	Mar. 6, at 10 a.m.
SHANGHAI	Mar. 6, at Noon.
SWATOW, AMOY & SHANGHAI	Mar. 8, at 4 p.m.
SHANGHAI	Mar. 8, at 3 p.m.
SHANGHAI	Mar. 11, at Noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, including Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are loaded in Shanghai, avoiding the inconvenience of transshipments at Woosung.

For Freight or Passage, apply to:

BUTTERFIELD & SWIRE,

AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Strait	Day	Time
STRAITS & CALOUTIA	TAISHING	THURSDAY	Mar. 6, at 3 p.m.
SHANGHAI	TAISHING	FRIDAY	Mar. 7, Daylight
HAIPHONG	TARRANG	FRIDAY	Mar. 7, at 8 a.m.
MANILA	LOONGSANG	FRIDAY	Mar. 7, at 3 p.m.
SANDAKAN	MAUSANG	SATURDAY	Mar. 8, at Noon
MANILA	YUENSANG	FRIDAY	Mar. 14, at 3 p.m.

SINGAPORE LINE.—This line is temporarily discontinued owing to the war, but is present a monthly service is maintained by the "Kwaiyang" and "Yin" calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and also carries a fully qualified surgeon.

SHANGHAI LINE.—This line is temporarily discontinued owing to the war, but is present a monthly service is maintained by the "Kwaiyang" and "Yin" calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and also carries a fully qualified surgeon.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from Hongkong on Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having good accommodation for passengers.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Shachow. Under British Government Passport Regulations. All European Passengers, leaving the Colony or Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description attached thereto.

For Freight or Passage, apply to: THE GENERAL MANAGERS, JARDINE, MATHESON & Co., Ltd.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to:

DAVID SASSOON & CO., LTD., Agents.

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

REGULAR SAILINGS BETWEEN

CHINA, MANILA, SINGAPORE, JAPAN and SEATTLE.

FULL POWERED

M. V. LIBBY MAINE

SAILED FOR

SEATTLE—MARCH 15.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

JOHN J. GORMAN, GENERAL AGENT.

Telephone 9888.

Fifth Floor, Hotel Mansions.

TOYO KISEN KAISHA
SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU. FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

KOREA MARU	20,000	28th Feb. from Yokohama.
SHINYO MARU	22,000	5th March.
PERIA MARU	9,000	1st April.
KOREA MARU	20,000	22nd April from Yokohama.
NIPPON MARU	11,000	29th April from Yokohama.
TENYO MARU	22,000	3rd May.
SIBERIA MARU	20,000	22nd May from Yokohama.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, BALBOA, CALLAO, ARIQUA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong
ANYO MARU	18,000	Mar. 21st
SEIYO MARU		May 3rd.
KIYO MARU	17,300	July 12th.

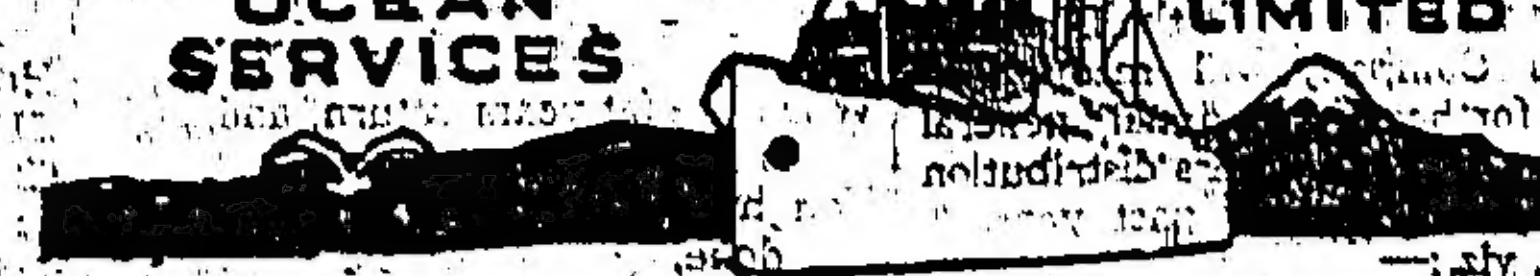
Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge. For full information as to rates, sailings, etc., apply to:

T. DAIGO, MANAGER, KING'S BUILDING.

Telephone Nos. 2374 and 2375.

SHIPPING

CANADIAN PACIFIC
OCEAN SERVICES

PACIFIC SERVICE

SAILINGS FROM HONGKONG TO VANCOUVER

via NAGASAKI (or Moji) Kobe and Yokohama	From Hongkong	Arrive Vancouver
Empress of Russia	13th Mar.	31st March.
Empress of Japan	12th Mar.	2nd April.
Empress of Asia	27th Mar.	14th April.
Monteagle	5th April.	29th April.
Empress of Russia	24th April.	12th May.
Empress of Japan	7th May.	28th May.
Empress of Asia	22nd May.	9th June.
Monteagle	10th June.	4th July.
Empress of Russia	19th June.	23rd July.
Empress of Japan	2nd July.	4th Aug.
Empress of Asia	17th July.	1st Sept.
Monteagle	20th Aug.	13th Sept.

For particulars regarding passage fares, sailings and rates of accommodation, also particulars of time and descriptive literature, apply to:

P. R. BUTTERLAND, General Agent, Passenger Department. J. H. WALLACE, General Agent.

HONGKONG.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCOW

AND RETURN (Completing 9 to 10 Days)

HAIPHONG — Capt. J. W. Evans — FRIDAY, 7th March at 1 p.m.

HAITAN — Capt. A. H. Stewart — TUESDAY, 11th March at 1 p.m.

SWATOW & AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to:

DOUGLAS LAFRAIK & Co.

General Managers.

CHINA MAIL S. S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry).

"OHINA" (10,200 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS & HONOLULU

"NANKING" March 27th, 1913.

"OHINA" April 24th, 1913.

AN UNBESPEAKED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Lee House Street. Tel. 1934.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipments at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.

From Hongkong: Connecting with From Colombo

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transports from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to

THE BANK LINE, LIMITED

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

THE BANK LINE, LTD

General Agents.

Or to REISS & Co., Canton.

JAVA-PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN

Monthly Service between

NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN,

GENERAL MANAGERS.

York Buildings.

Telephone No. 1274.

SHIPPING

HONKASHIPPING

PHONES TO SHIPS.

THE JAPAN DEPARTMENT OF COMMUNICATIONS

has decided to make experiments in Kobe with connecting wireless messages from the steamers in or near the harbour with ordinary telephone communication. For this purpose the construction of a pole with apparatus for receiving etheric waves has been commenced in front of the Kobe Central Telegraph Office. This pole will be 150 feet high and the apparatus will make it possible to communicate through wireless receivers on board steamers with ordinary telephones on land. The experiments will not be started until April, and will be continued for one year. If the results are satisfactory, a public service on this line will be inaugurated. The existence of this service will form a peg on which will be hung essays on "astounding efficiency."

THE KIANG STRUCK BY LIGHTNING.

The Straits Steamship Company's steamer Kiang (Captain Fawcett) did not berth till 10.30 this morning, says the "Pipang Gazette," of Feb. 17, the late arrival at Penang being the sequel to an experience undergone by the vessel the previous evening shortly after leaving Port Swettenham. At about 7.30 p.m. the Kiang, which was then encountering a severe rain and thunderstorm, had her mast struck by lightning, which did comparatively little damage to the mast, but affected the compass somewhat, necessitating a short stoppage. The vessel resumed her voyage and arrived at Penang about two and a half hours later than usual. Experiences of the kind at sea are not unknown. It may be recalled that a similar incident occurred in Straits waters two years ago.

A STEAMER IS NOT A TRAMP.

Sir Walter Runciman, the veteran head of the Moor Line of cargo steamships, protests against the application of "tramp" and would have this class of vessel referred to as "cargo steamers." Not long ago in the "Straits Shipping" London, Sir Walter undertook to explain the origin of the term "tramp" as applied to steamers. It was, he said, when the poor "tramp" owner presumed to contest the monopoly of the lordly liners in the North Atlantic trade that "a slapdash" of the American frontier was discovered who languidly performed a feat which was destined to live, a pompous stupidity. He pinched a portion of the title of Mark Twain's book, "A Tramp Abroad," and this silly, cynical style of mocking has been preserved in superior circles ever since as quite a comic ducal invention which accurately conveys the idea of nautical mediocrity.

SAILORS' HOURS.

The Imperial Merchant Service Guild has sent the following letter to the Research Board which has been appointed to consider the relation of hours and conditions of labour to the production of fatigue: "As representing over 15,000 officers of the Merchant Service, we observe that your board will be glad to receive suggestions in respect to the relation of hours of labour and other conditions of employment to the production of fatigue. We venture, therefore, to suggest that the Board could turn their attention very profitably to the hours of labour in the Merchant Service. Some time ago, the general manager of the Shipping Federation, representing the shipowners of this country, in the course of an official communication to the Board of Trade respecting Sunday labour in the Merchant Service stated that the maritime wage is well understood to cover a seven days week. Whilst this is the position at the present time, it may be stated that in the great majority of cargo-carrying vessels, two officers only are carried; in addition to the captain, and these officers labour under what is known as the 'two-watch' system. In other words, this means four hours on and four hours off duty. As certain duties require to be performed in an officer's watch below it follows that, roughly speaking, his work extends to 14 1/2 hours a day, Saturdays and Sundays included. To make matters worse, it is impossible to obtain what is essential to health, that is, seven or eight consecutive hours sleep per diem. The most that these officers can obtain under the circumstances is from three to three and a half hours. That such a physical burden should be imposed upon the officers of merchant ships, who have to undertake such very serious responsibilities, and whose duties are most arduous, is a matter requiring, we submit, the urgent attention of your Board, who we trust will be pleased, after making due inquiry, to make strong recommendations on the matter."

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WEATHER REPORT

But it was at Manihiki that Captain Chugg came into his own. There he not only found himself

opened for the harbour of San Francisco to stand in that particular upon the same basis as all other Pacific Coast ports."

Princess Omata Tuckhia, this royal grand daughter, has also presented me with sleeping-mats, a hat, and pupu (shell adornment)."

was required to picture some fugitive soul fleeing through homeless space before the Wild Huntsman and his ghostly pack. Fortunately the moor was bright enough to provide a more

valuable. Try this liniment and become acquainted with its qualities and you will never wish to be without it. For sale by all Chemists and Storekeepers.

of a modern Renaissance style. It will be finished by June, 1919.

TELEPHONE No. 781.

of public roads between Kobe and Suma.

St. George's Building

8.—Rat return for the weeks ending 15th and 22nd February, 1919.

gs, HONGKONG.

Hongkong Observatory, March 3, 1921

1. BAROMETRE, reduced to 32 degree Fahrenheit, on the level of the sea

Est	8	m	2.12	4.0	m	8.62	2.8
			1.94	4.2	m	9.1	2.6
Sum	8	m	6.9	4.3	m	7.81	2.7
			2.44	6.3	m	10.48	1.8
Mean	10	m	6.0	4.1	m	5.83	2.9
			4.18	6.3			

DODGE BROTHERS MOTOR CAR

WE HAVE CONCENTRATED ON ONE CAR AND ONE CAR ONLY, IN A DETERMINATION TO MAKE IT AS GOOD AS A CAR CAN BE MADE FOR EVERY PART AND EVERY PROCESS THAT ENTERS INTO IT WE HAVE PERSONALLY ESTABLISHED A STANDARD, THE WORK DONE AND THE MATERIALS USED IN EACH PART AND EACH PROCESS IN EVERY CAR, MUST CONFORM TO THAT STANDARD. DODGE BROTHERS WILL ALWAYS GIVE TO THEIR CAR THAT OVER CARE WHICH THE PUBLIC EXPECTS OF THEM

PEOPLE HAVE IMPLICIT FAITH IN THE INTEGRITY OF DODGE BROTHERS' MANUFACTURING METHODS. BECAUSE OF THE NAME IT BEARS, YOU MAY BE SURE THAT THE PRINCIPLE BEHIND THE CAR WILL NEVER BE CHANGED A HAIR'S BREADTH + DODGE BROTHERS HAVE ONLY ONE IDEA IN THE UPBUILDING OF THEIR BUSINESS. THAT IS TO BUILD IT SO SOUNDLY AND SO WELL THAT THE GOODWILL WHICH THEY HAVE WON WILL GROW AND ENDURE FOREVER.

ITS STABILITY IS BUT A REFLECTION OF THE INTEGRITY ITSELF.

SOLE AGENTS...

SHEWAN, TOMES & CO.

St. George's Buildings, HONGKONG.

TELEPHONE No. 751.

...itude being 30.
4. Direction of Wind, to the North, according
Boatload Scale.
5. STATE OF WEATHER, b blue sky
detached cloud, d drizzling rain, f fog,
g gloomy, h hail, i lightning, o overcast,
r passing shower, s several, t rain, t moon
thunder, v visibility, w dew, w wind.
7. RAIN in inches tenths and hundredths

HONGKONG REGISTER

	Previous Day at 5 P.M.	On date at 5 A.M.	On date at 5 P.M.
Barometer	29.95	30.06	30.06
Temperature	71	63	69
Humidity	85	94	71
Direction of Wind	E	E	E
Force	3	4	5
Weather	o	o	o
Rain	0.00	0.00	0.00

Highest open air Temperature on the day
Lowest open air Temperature on the day

T. F. CLAXTON, Director.

Hongkong Observatory, March 3, 1910.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1895-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea-level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard, add 3 feet 4 inches; and on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

March 4 to 10, 1910.

HIGH WATER				LOW WATER			
Day	Hour	Height	Time	Day	Hour	Height	Time
Tue.	4	10.23	0.5	Wed.	1	1.31	1.5
Wed.	5	11.10	0.1	Thu.	2	2.25	1.4
Thu.	6	11.51	0.2	Fri.	3	3.12	1.3
Fri.	7	12.27	0.3	Sat.	4	4.00	1.2
Sat.	8	13.08	0.4	Sun.	5	4.48	1.1
Sun.	9	13.44	0.5	Mon.	6	5.35	1.0
Mon.	10	14.15	0.6				

COMMERCIAL.

A PAIR OF STOCKINGS.

BY MARGARET ASHWORTH.

There are two personages of whom I am genuinely afraid: one is the lady called "Central," with whom sometimes I have been driven to deal. She speaks in a whining, chant, which I admire but fail to interpret; once I had the ill hap to fall foul of the goddess; that time I understood, and retired, crumpled, from the un-even battle.

The other is the elegant lady who sails to meet me in a West-end emporium, and calls me "Modom" in tones of mellifluous haughtiness, before which my spirit quails. It is ever thus, and it was thus the other day. My comfortable woollen stockings, for which in winter I have an avuncular liking, became so unfriendly, after much darning, that I set out to find new ones. Someone directed me to the counter.

"Silk hose, modom?" inquired a bored, flute-voiced damsel. "No," I said gently. "Woollen stockings, please, the 10 inches size. With tilted eyebrows the fair one spread an array before me and talked fearfully of their beauties. I demanded the size.

"Well, modom, they are 9½-9½ is just as good as 10 in these hose, and 10 is rather large. Modom surely does not take a seven shoe? If modom will show me her shoe."

"I tucked my feet under my chair. 'If I did take seven,' I said, 'I should probably not slip about as often I do. But that's neither here nor there. I like to be able to twist my toes after my stockings have been washed three times.'

"Modom!" in icy tones "our hose don't shrink an atom. If Modom—"

I rose in despair. "In that case they're not wool. I'm sorry. Good morning."

Mechanically entering the next shop, I walked, under repeated direction, an interminable distance to the counter.

"Have you," I said patiently, "a pair of stockings that will fit feet size eight?"

"I will show you, modom."

The result was the same as before. "In hose, 9 or 9½ equals 10. Even 9½ is a large hose, modom."

In a neighbouring township that passes for a shop an elegant gentleman bowed before me. "I want to buy some stockings. But if I've to walk to the Marble Arch to reach the counter I prefer to do it in the open air."

Soon a dark-haired beauty faced me. "Silk hose, modom?"

"Woollen stockings," I said faintly. "They must be 10 inches. If you haven't them please say so now."

As the girl departed there was a chuckle at my side. I turned to see a twinkling, kind-faced little woman. "Forgive me," she said. "I followed you. I have so enjoyed it. Now listen, go into Oxford-street and take—then—then—"

The Clyde Trust has always been distinguished for the high calibre of its members, and the recent election has added further to its status in that respect by giving it to members of Parliament—Sir William Raeburn, who is deputy-chairman, and Provost Taylor, who represents Clydebank, and who now goes to Parliament as the result of his notable victory over Mr. David Kirkwood, one of the most advanced of the Socialist group on the Clyde. The Trust has also four titled members—Sir Thomas Mason, the chairman, Sir Thomas Dunlop, the well-known shipowner and ex-Lord Provost; Sir William Raeburn, and Sir W. Norman Thomson, the prominent engineer.

MAJEDIE (JOHORE) RUBBER. The eighth annual general meeting of the shareholders of the Majedie (Johore) Rubber Estate, Ltd., was held on December 30, at London. Mr. Alfred Robert Warren (the chairman of the company) presiding.

The Chairman said: The year's working, as shown by the accounts, has resulted in a loss of £3,572. At the same time you will notice that this figure is arrived at after providing £1,433 for depreciation of buildings and machinery, and after charging the upkeep of all immature areas to revenue account.

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HONGKONG STOCK EXCHANGE.

HONGKONG, 3rd MARCH, 1919.

OFFICIAL QUOTATIONS.

11 A.M.

Bankers.

Hongkong Bank, ... 78 3/4

Manila Insurance, ... 410

Canton Ins., ... 134 1/2

North China Ins., ... 103 1/2

Union Ins., ... 103 1/2

Yanchoo Ins., ... 103 1/2

Far Eastern, ... 103 1/2

Fire Insurance.

China Fire Ins., ... 175 1/2

Hongkong Fire Ins., ... 155 1/2

Sumitomo.

Douglas, ... 92 1/2

H.K. Steamship, ... 103 1/2

Indo China (Fre.), ... 131 1/2

Do. (Do.), ... 115 1/2

Shell Transport, ... 169 1/2

Star Ferry, ... 139 1/2

Marine.

China Sugars, ... 111 1/2

Malacca Sugars, ... 104 1/2

Mining.

Kailan Mining Adm., ... 47 1/2

Langkat, ... 23 1/2

Hamphrey, ... 71 1/2

Tromp Mining, ... 40 1/2

Ural Caspian, ... 40 1/2

Doors, Wharves, Godowns, etc.

H. & K. Wharves, ... 118 1/2

H. & W. Do., ... 115 1/2

Shai Do., ... 113 1/2

New Engineering, ... 104 1/2

Land, Hotels & Buildings.

Central Estates, ... 101 1/2

Hongkong Hotels, ... 101 1/2

Hongkong Land, ... 101 1/2

Knowlton Land, ... 101 1/2

Lead Reclamations, ... 101 1/2

West Point, ... 101 1/2

Coron Mills.

Euro Cottons, ... 101 1/2

Kung Yik, ... 101 1/2

Leong Kung Mow, ... 101 1/2

Oriental, ... 101 1/2

Shanghai Cottons, ... 101 1/2

Tangzeapoo, ... 101 1/2

Miscellaneous.

Cement, ... 101 1/2

China Lights, ... 101 1/2

China Provident, ... 101 1/2

Dairy Farms, ... 101 1/2

H.K. Electric, ... 101 1/2

Macao Dock, ... 101 1/2

Hongkong Ropes, ... 101 1/2

H.K. Tramways, ... 101 1/2

Fish Tramways (Old), ... 101 1/2

do. (New), ... 101 1/2

Steam Laundry, ... 101 1/2

H.K. Steel Foundries, ... 101 1/2

Waterworks, ... 101 1/2

Watsons, ... 101 1/2

Powells, ... 101 1/2

Wiseman, ... 101 1/2

INTIMATIONS.

PEAK TRAMWAYS COMPANY, LIMITED.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 9.00 p.m. Every 10 minutes.

9.00 p.m. to 10.00 p.m. Every 10 minutes.

10.00 p.m. to 11.00 p.m. Every 10 minutes.

11.00 p.m. to 12.00 a.m. Every 10 minutes.

12.00 a.m. to 1.00 a.m. Every 10 minutes.

1.00 a.m. to 2.00 a.m. Every 10 minutes.

2.00 a.m. to 3.00 a.m. Every 10 minutes.

3.00 a.m. to 4.00 a.m. Every 10 minutes.

4.00 a.m. to 5.00 a.m. Every 10 minutes.

5.00 a.m. to 6.00 a.m. Every 10 minutes.

6.00 a.m. to 7.00 a.m. Every 10 minutes.

7.00 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 9.00 a.m. Every 10 minutes.

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4.00 p.m. to 5.00 p.m. Every 10 minutes.

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6.00 a.m. to 7.00 a.m. Every 10 minutes.

7.00 a.m. to 8

